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THURSDAY, MAY 7, 1908.

四拜禮

號七月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFDO.
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LONDON. DALNY.
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SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 3% p.a.
" 6 " 2% " "
" 3 " 1% " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasuruan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.
INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
Do, 6 do, 3% do.
Do, 3 do, 2% do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [16]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling
£1,500,000 at 2/- = \$35,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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G. Friedland, Esq., R. Shawan, Esq.,
A. Fuchs, Esq., H. A. W. Slade, Esq.,
C. S. Gubbay, Esq., H. E. Tomkins, Esq.,
C. R. Lenzmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On fixed deposits:
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by
the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
bills of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS
TORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
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Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
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Robert Wanschauer & Co.
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a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
earned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MOJI, KOBE & YOKOHAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May.	Freight only.
SHANGHAI & HANKOW	CAYLON Capt. G. W. Babot	About 9th May.	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 14th May.	Freight and Passage.
LONDON, &c., via usual Ports	OCEANA Capt. W. Hayward, R.N.R.	16th May, Noon.	See Special Advertisements.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN Capt. C. T. Denny, R.N.R.	About 20th May.	Freight and Passage.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 6th May, 1908.

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENDER'S AND BUSSEY'S
TENNIS RACKETS.
\$9.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.
TENNIS SHOES.

\$6.60, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [38]

CHAMPAGNES,
SHERRIES,
MARSALES,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

HOCKS & MOSELLES,
BRANDIES,
GINS,
WHISKIES,
VERMOUTHS,
BITTERS,
LIQUEURS.

Caldecott, Macgregor & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

KOWLOON HOTEL.

The only First-class Establishment in the Peninsula.
Five minutes' walk from the Ferry Wharf.
Entrance Chater and Elgin Road.
Surrounded with Delightful Gardens.
Swept off with Sea-breezes.
Single and Double Bedrooms.
Superiorly Furnished.
Special Terms to families.
Excellent Cuisine.
Every Country Guaranteed.
The Hotel Launch meets all steamers.
Billiard Room and Bowling Alleys.
Electric Lights and Fans throughout.
Wine Cellar a speciality.

Telephone Address:
"CHEF"
Telephone No. 34.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,351 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,908 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at
9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,
Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.
N.B.—On MONDAY, TUESDAY, and WEDNESDAY, the 11th, 12th and 13th May,
there will be no Morning Steamer to Macao or Afternoon Steamer from Macao.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.

EXCURSION TO MACAO.

S.S. "SUI-AN" will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.
A Military Band will play selections of Music during the trip.
Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

VICTORIA HOTEL, MACAO HOTEL,
(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).
SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. H. HAYNES, Manager.
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS. Wm FARMER Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PRAIA, near the TRAM TERMINUS Tel. 58.

For Terms, &c., apply to the

MANAGER

KAMAKURA KATHIN IN HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy
distance of Yokohama and Tokyo, will be opened during April, under European
management.

Charges moderate.

Special terms for families.

Apply—

R. APPEL, Manager.

Hongkong, 14th April.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

or

GENUINE AGE FINE MELLOW FLAVOUR.

Per Case - - - \$16.50

Watson's D. SHERRY SUPERIOR PALE DRY.

Per Dozen\$19.50

A VERY FINE WINE, POPULAR THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED, ALEXANDRA BUILDING.

Hongkong, 7th April, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES IN ADVANCE:

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Singapore, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 7, 1908.

POSTAL ROUTES TO THE ORIENT.

In reference to the announcement that a Japanese line of steamers will be put on between Puget Sound ports and Yokohama, Shanghai, Hongkong and Manila, under a long-time agreement with American railroads interested in the northern traffic belt, the *San Francisco Chronicle* observes in an editorial that the line, when established, will doubtless carry the U. S. mails at whatever compensation the Government chooses to allow. The Japanese are a thrifty race, and if they cannot make a large profit they will take a small one. But it is a shameful thing, our contemporary remarks, "that Congress permits the entire trans-Pacific carrying trade to thus drift into the hands of Asiatics." There is in most nations a certain national pride, which, even at some loss, would insist upon the enjoyment of knowing that the national flag was to be seen in all parts of the world. And there is also in most nations that feeling of ordinary prudence which would insist on making sure that there was no unnecessary weak spot in the national defence. The United States

of America in Congress assembled seems to be sadly deficient in both those noble emotions. So long as mails and merchandise can be carried at low rates Congress does not seem to care whether the country has any American ships on the high seas or not, or whether any foreign country ever hears of Americans except by letter or the visits of American globe-trotters. And, as for defence, Congress seems to be content with providing a moderate number of battle-ships excellently manned, without any concern as to whether or not they would be able to go to sea in case of war. They could not do so now, in any formidable array, for lack of the humble colliers to carry their coal and the transports to carry supplies and troops if they were needed. American ships suited to auxiliary naval service do not exist on the Pacific and there are very few of them on the Atlantic. The battle-ship fleet could never have got past the West India station except for the kindly assistance of foreign nations. There is but one way to change all this, which is to provide business for American ships at such a rate of compensation as will permit American ships to run. This cannot be done by merchants, for American ships cannot compete in freight rates with foreign ships, and especially Japanese ships. Consequently it must be done, if done at all, by extra payment for postal service in ships of certain size and speed, made available to the Government in case of war. It is astonishing that the most recklessly extravagant people on earth, and the biggest braggarts, should not care whether there is an American merchant marine or not, and be too stingy even to pay a little extra postage in order to have a few ships available should they ever need them. There is to be additional mail service to Asia. The Japanese will provide it. They seem to like to have their ships on the sea.

LOCAL AND GENERAL.

The German mail of the 8th April was delivered in London on the 6th inst.

NINETEEN of the rioters of Yingshaohsien have been arrested and summarily decapitated and the remainder have been dispersed.

The revised Press regulations have been introduced in Korea. They provide for stricter control of native newspapers abroad and of foreign newspapers in Korea.

The *Shanghai Mercury* of 2nd inst. says:—At Woosung last night very heavy weather prevailed, and this had the effect of totally preventing the discharge of the cargo of the s.s. *Empress of China*. This steamer arrived yesterday evening from Vancouver, but she had not been at anchor long before a boisterous wind arising rendered any attempt at the discharge of cargo quite out of the question. Accordingly when the *Empress* left this morning for Hongkong she carried with her all the goods destined for Shanghai.

PIRATES have again made themselves manifest in these waters. The day before yesterday, says the *Choo Daily News* of the 5th ult., while a fleet of about a hundred fishing boats were out they were attacked by ten pirate boats a few miles down the coast. It is stated that being dissatisfied with the smallness of their plunder they wreaked their vengeance by damaging nearly forty of the smacks, as well as seriously injuring twenty of the fishermen. The incident has been reported to the native authorities through the Fishing Industry Co.

THE Imperial Commissioners having charge of the duty for the carrying out of the Imperial decrees in regard to the abolition of opium consumption in the North, have accepted amongst others the services of a Dr. Hay, a Japanese doctor, and four foreign-educated Chinese doctors, namely, Drs. Watt, Hail, Liu and Chang, to attend to patients in the proposed Hospital for opium smokers. These six doctors were recommended to the Imperial Commissioners by H. H. Prince Ching and their Excellencies Yuan Shih-kai and Chang Chih-ling. It is expected that the Hospital will be opened by June next.

SHORTLY before 4 p.m. to-day, Mr. Excellency Lady Lugard, accompanied by H.E. Sir Frederick Lugard and Captain Taylor, A.D.C., arrived at Murray Pier from Government House to proceed to the *Empress of Japan*. There was a large number of friends and leading citizens of Hongkong to see her Ladyship off, and the Co-sultates were also represented. Lady Lugard, who has been suffering from ill-health off and on since her arrival in Hongkong, goes home to recuperate, and we are but voicing the sentiment of all Hongkong, in wishing her an enjoyable trip home and a pleasant stay in the bracing climate of the homeland.

LONDON newspapers state that an important Glasgow firm has refused a large order from Lisbon, declining to entertain business relations with a country where royalty is assassinated and the assassins are glorified. The responsible journals are alarmed at the dire peril into which the country has fallen abroad. It appears that two large German firms have also refused to have business dealings with Portugal. The Government, after conferring with the various foreign representatives, have instituted an official inquiry. If this story is correct, it seems a little hard on Portugal as a whole, and certainly not calculated to help King Manuel in his efforts to fill the country with tourists.

Suicide in Hongkong.

SENSATION IN THE ORIENTAL HOTEL AFTER Tiffin.

One of the most sensational suicides which has occurred in Hongkong for some considerable time took place in the Oriental Hotel this afternoon, when a man, who is believed to be a master mariner, calling himself F. W. Mackenzie, shot himself through the brain.

At about 3.25 o'clock this afternoon the residents at the hotel were startled by hearing a revolver shot which echoed loudly in the top story of the establishment. A Chinaman who is employed on the premises as a tailor immediately gave the alarm that something unwelcome was proceeding in one of the bedrooms of the hotel. The manager of the hotel on being apprised of the occurrence immediately requested the assistance of Policeman McLennan, who happened to be in the vicinity, in accompanying him to the scene of what proved to be a tragedy.

Both gentlemen on arriving at the room in which the occurrence took place found the door unlocked and on opening it found the sad spectacle of a European sitting in a chair dead. A five chamber revolver lay under his chair, and it appeared from the most cursory glance that the man had committed suicide by shooting himself through the left temple. A hideous wound showed itself on the head of the unfortunate individual, and it was quite obvious that he was beyond all treatment.

It appeared that the suicide, of which there can be no doubt, was of a most deliberate and determined character. The man had evidently retired to his private room, calmly seated himself upon a chair, opposite the washstand, and with the revolver which he had taken out of his portmanteau, shot himself through the temple. When he was discovered the revolver was lying by the chair, having dropped from his nerveless grasp, and a pool of blood was lying on the floor. The body was propped up sideways against the washstand, his boots had been removed, and apparently all preparations had been made for the successful perpetration of the act.

Policeman McLennan at once telephoned to the Central Police Station, informing Inspector Ritchie, who was in charge, of the distressing event.

The body was afterwards removed to the mortuary.

We understand that Mr. F. W. McKenzie arrived in the Colony about a week ago from Manila. He was of a most reserved and taciturn disposition and even went the length of refusing to have his meals in public. Shortly before he committed *felo de se* he took tiffin.

Up to the present no reason can be assigned for the act.

THE HANKOW STORM.

FURTHER DETAILS OF WRECKAGE.

The *Hankow Daily News*, of 27th ult., says:—That the typhoon, which struck Hankow with such severity on Friday afternoon was entirely local has now been finally proved. At Kiangkiang not a breath of wind was stirring and reports from fifty miles up river announce a similar condition.

The damage done was naturally chiefly confined to the shipping but the shore did not escape scatheless. Hankow suffered less than Wu-chang though the roofs of several small houses at the rear of the French Concession were blown away and the glaziers have since been busy with repairs to broken windows in all parts of the Concession.

Wuchang, as we have said, fared worse. The large hall erected in memory of Viceroy Chang Chih Tung on the southern of Wu-chang hill has been totally destroyed, as also a new building in this neighbourhood which was in course of erection. In the Academy of Languages a building situated on the side of the road was blown down, two native occupants being killed immediately and eight removed to the hospital in a precarious condition. The Director of the Academy, Tantai Hsin Lin, accompanied by several foreign teachers of the school hastened to the scene of the disaster and assisted in the work of rescue. Many of the poorer quarters of Wu-chang city also suffered severely, while native shipping on that side was badly damaged, one large lancha, in particular, capsizing and drowning sixteen out of a crew of twenty.

On this side of the river too wreckage still collected on Saturday and another victim was then added to the list of accidents. The B. M. C. postoon, which had weathered the gale admirably on Friday, apparently had sustained a bad strain, for on Saturday morning with practically no warning she sank at her moorings.

H.M.S. *Thistle* had probably one of the most thrilling experiences and her first lieutenant narrowly escaped a watery grave. Waves were sweeping her fore and aft as she put out into mid-stream and one larger than the rest swept Lieutenant White overboard, but by a miracle the same wave brought him back on to the ship's counter where he was rescued by one of the crew. The Japanese steamer *Wooling Maru* seems to have been the worst sufferer. She broke her rudder on the bank and was very nearly entirely wrecked, the fact that she is a twin-screw steamer alone saving her. Only one vessel, the *Suey*, managed to remain at her moorings throughout, and she escaped without any hurt whatever.

Curiously enough the shipping in the Han river, with the exception of a few boats anchored right at the mouth, got off scatheless, and no casualties are reported from that direction.

The United States House of Representatives Committee on Naval Affairs has agreed to recommend the construction of two steel floating dry-docks capable of accommodating 20,000 ton battleships, one for the Atlantic and one for the Pacific coast, as the most efficient method of maintaining the fleet.

The United States House of Representatives Committee on Naval Affairs has agreed to recommend the construction of two steel floating dry-docks capable of accommodating 20,000 ton battleships, one for the Atlantic and one for the Pacific coast, as the most efficient method of maintaining the fleet.

A COMMISSION AGENT'S FAILURE.

HIS PUBLIC EXAMINATION.

At the Supreme Court, this forenoon, Mr. Heibert Stephens, who formerly carried on a commission agent business in the Colony, was submitted to public examination in Bankruptcy Jurisdiction. The Chief Justice presided.

Examined by Mr. Wakeman, the Official Receiver, the debtor stated that he began business as a merchant and commission agent in July, 1904. He had a capital of \$6,000, which was supplied by Mr. Wong Lin. It was not an arrangement of partnership. The money was raised to send witnesses to England to get agencies. He was away for a year and came back to the Colony in October 1905. During the time witness was away the clerk had trouble with Mr. Wong Lin over the capital, and had made arrangements to repay it by instalments. When the witness returned Mr. Wong Lin retired and a partnership was formed with Mr. Tregillus and a Mr. Vincent. A sum of \$10,000 was subscribed by Mr. Vincent, \$4,000 by the debtor and \$2,000 by Mr. Tregillus. Witness was to receive 50 per cent. of the profits and a salary of \$150 per month. Mr. Tregillus received \$200 per month and twenty-five per cent. profits and Mr. Vincent \$125 per month and twenty-five per cent. profits. There was still owing to Wong Lin a sum of \$500. When a debtor was at home he arranged for a number of agencies on a subsidised basis. It was arranged that these firms should find money for expenses, apart from commission. These subsidies amounted approximately to \$8,700 a year.

The Chief Justice asked what sort of goods witness sold.

Debtor replied a sort of goods for Chinese. The firm really acted as travellers. The net profits for the first half year was about \$5,000. Approximately the subsequent profits were \$1,000 per month gross. Proper books were kept. No balance was made after the first half year, because the books became complicated. Witness now knew that the books were not kept properly. Mr. Tregillus died in April last year and prior to that he had been looking after the firm's branch at Shanghai. That branch lost money at the time. The other partner, Mr. Vincent, retired in March, 1907. By mutual consent it was agreed to pay him \$3,400. He had over drawn, there being only a sum of \$3,400 left of his original capital; a sum of \$5,545 was still due to him. Mr. Tregillus's share had not been settled yet. So far as they could see he had overdrawn his account. The bankruptcy, he said, was due to their late comrade entering into contracts for the firm which he did not make good. He was secured to the extent of some \$50,000. The comrade owed the firm \$6,200. The firm's difficulties occurred in August, 1906. Witness at that time found that many dealers were not taking up their cargo and the comrade was unable to find the necessary money to make good the firm's obligations to the Banks. The firm did not find until about the time of the receiving order that they could not meet their liabilities. Mr. Tregillus had lent the firm \$6,000 in January, 1907. At that time they were not aware that they were in difficulties. The \$5,574 due to Mr. James White, of Shanghai, was money borrowed by the late Mr. Tregillus in the name of the firm. Witness did not have any of that money and as a matter of fact he did not know the lender. A sum of £200 was borrowed by the witness from Madame Flint in connection with the expenses of his petition in bankruptcy.

Mr. Wakeman—I do not propose to ask any further questions at present. It is a very complicated business. It is quite impossible for me to go through the piles of books. I can get nothing out of them at all.

Mr. Denoon, who appeared for certain creditors in England, then proceeded to cross-examine witness stated that he had previously been manager of a firm of commission agents in the Colony. Mr. Vincent was in charge of the books, but witness never asked him for a balance sheet after the first half year. Witness was aware that the accounts were complicated.

Mr. Denoon—But you have already said that you did not know anything about the accounts?

Witness—I knew they were complicated. Did you think it was irregular not to have balance sheets?—I was guided by the imports coming in, and the money due to the firm in respect to that cargo by Chinese dealers and had been guaranteed by the comrade.

Proceeding, the debtor stated that when he found the comrade was not fulfilling his contract witness telegraphed to England to stop shipping. The Shanghai branch lost money from the time of his commencement.

Mr. Denoon—How much did the Shanghai branch lose, approximately?

Debtor—About \$500 per month.

Why did Mr. Vincent retire from the firm?

He hid to join his brother at Shanghai.

JAVA SUGAR INDUSTRY.

SATISFACTION IN SOURABAYA AT EXTENT OF CROP.

The Chamber of Commerce at Sourabaya has just published its report for 1907.

It dwells, with satisfaction, upon the fact that the sugar crop in Java, last year, was a record one, reaching the total of 10,444,338 piculs.

Leaving out bag sugar, the output averaged 117 piculs per picul of surface, against 1.65 in 1906. This gratifying improvement is ascribed to high cultivation, heavy manuring, better choice of cane, effective prevention of disease, and the latter and the favourable weather conditions.

The planters are following scientific methods, and have experimental plantations, in which different kinds of cane are grown, in order to find the most suitable sort for cultivation.

CANTON DAY BY DAY.

THE VICEROY'S RETURN.

[From Our Own Correspondent.]

Canton, 6th May.

H.E. Viceroy, Chang Jen Chun has completed his tour of inspection of the East, West and North Rivers, and yesterday afternoon arrived at Whampoa, where His Excellency disembarked and stayed for the night. Early this morning, His Excellency left Whampoa and returned to Canton at 10 o'clock. The Viceroy landed at the Tien Tsz Wharf, where the Provincial Treasurer, the Provincial Judge, the Provincial Examiner and many other officials were present to meet him.

THE WEST RIVER PATROL.

It is reported that, during his tour of inspection along the waterways of the West River, H.E. the Viceroy considered the number of guard boats stationed in the lower section of the River as insufficient to patrol the many tributaries of that river. His Excellency is of the opinion to add some more guard boats on this section, in order to secure greater efficiency in the patrol service.

EDUCATIONAL GRANT.

Taotai Kung Sum T'an, of Yumchow, has applied to the Canton Viceroy for a grant of 2,000 taels to enable him to further the education of the prefecture. The Viceroy has authorised 15,000 taels to be remitted to him in three instalments.

RICE SELLERS.

The daily proceeds realised from the sale of cheap rice in the four sheds during the days from the 1st day to the 6th day of this moon were as follows:—

	East shed.	West shed.	Wongshui shed.	Honam shed.
1st	\$2,160	\$1,702	\$861	\$1,050
2nd	1,982	985	729	806
3rd	2,388	1,156	813	1,235
4th	2,140	1,121	767	890
6th	7,192	1,264	853	1,644

MARINE COURT.

In the Marine Magistrate's Court, this morning, before the Hon. Commander Basil Taylor, R.N., P.C. Davis charged Chan Chun, Wong Tai Hi, and Chan Ka So, boatmen, with unlawfully making fast their boats to the s.s. *Empress of Japan* in such a manner as to prevent the free access of other vessels to the Central Fairway on the 6th inst. P.C. Davis stated that at 4.30 p.m. yesterday he saw a boatman make fast astern of the *Hanoi*. She had about four fathoms of line out, and was coming out into the Central Fairway. At the same hour, he saw the three defendants make fast to the *Empress of Japan* in the same manner, thus obstructing the Fairway. The first and second defendants had nothing to say. The third defendant said that a man on board would not let him go alongside. A fine of \$3 each was imposed, or in default, 10 days' imprisonment.

In the same Court, Lau Kwai, boatman, was charged with making fast his boat to the s.s. *Hanoi* on the 6th inst. Lau stated that he was carrying coals to the ship, and was told by them to wait. He was fined \$3.

P.C. Edwards charged Leung Kwai, master of steam launch *Sing Lo*, with unlawfully allowing rubbish to be thrown, also ashes, from his launch in the waters of the harbour. P.C. Edwards stated that at 3.30 p.m. on the 3rd inst., at the east end of the Central Fairway, he called defendant's launch alongside to count his passengers. The latter was in charge of the launch. While he was about 15 yards off, he saw one of the men throw a bucketful of ashes overboard. The defendant denied the statement. He was fined \$4, or in default, two months' hard labour.

CHINESE SAILORS.

GREATER EFFICIENCY THROUGH COSTLIER.

To those who believe that British ships should be manned by British crews, certain statements recently laid before the Board of Trade, and now made public, are a little disquieting. They show that in many trades, more particularly where vessels are engaged for prolonged periods in running between distant foreign ports, the practice of employing Chinese seamen is largely on the increase. Nor does it appear that this is due, as has been alleged, to a desire on the part of the British shipowner to get his vessel cheaply manned. According to the testimony of upwards of twenty firms of shipowners, the employment of Chinese crews is a little more costly as compared with European, but there is an ultimate saving, because of the efficiency with which the work is done, more especially in the engine-room.

IN THE STO ZHOLD.

There has long been an impression that the employment of Chinese in the Chinese in the stock of simple humanity. But the present statements do not profess to be based on any such consideration. The test applied is that of efficiency, and shipowner after shipowner is found firming that, having once been induced to try a Chinese crew, he would not for any consideration go back to a British crew. The Chinese are stated to give steamer improved speed, owing to their better firing while, at the same time their peaceable nature and their simplicity tend to make life on board infinitely more comfortable. For the most part, Chinese seem to be employed in the stockhold, and Chinese men altogether.

BRITISHER INDICTED.

It is a striking circumstance that capitalists and engineers are found pleading with their owners to be allowed to carry Oriental crews. They allege that the British firmans have greatly deteriorated of recent years. One master describes him as being in a chronic state of needing punishment or cursing. Another asks for anything in the shape of a human being, other than a Britisher. These shipmasters assert that they would rather give preference to their own countrymen if they could; but that they are sick and tired of drunkenness, desertion, and insubordination. Not only do the Chinese seem to have a better record from all sorts of trouble ashore and afloat, but it is also alleged in their favour that their statements are consistently more trustworthy than those of the British. It is not surprising that a Britisher, either on deck or below,

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE S.S. "TAISU MARU"

COST OF REPAIRS.

[By courtesy of the "Shung Po"]

Shanghai, 6th May.

It is reported that the cost of the repairs to the s.s. *Tatsu Maru* No. 2, at Nagasaki, will amount to about fifty thousand dollars.

CHINESE TELEGRAPH CO.

NATIONALIZING THE TELEGRAPH.

[By courtesy of the "Shung Po"]

Peking, 6th May.

The Ministry of Posts and Communications has decided to call in the shares held by the people in the Chinese Telegraph Co.

Shareholders are required, before the sixth moon, to surrender their share certificates, at the office of the Chinese National Bank, either at Peking, Tientsin, Shanghai, Hankow or Canton.

The surrender value of every \$100 share will be \$110.

Those shareholders who may not have surrendered their scrips by the seventh moon will be compelled to part with them.

CHINESE NATIONAL BANK.

THE NOTE ISSUE GUARANTEED.

[By courtesy of the "Shung Po"]

Shanghai, 6th May.

Yesterday, Taotai Choy Siu-ki sent a communication to the foreign Consuls stating that the Board of Revenue will guarantee the note issue of the Chinese National Bank.

The despatch requested the Consular Body to notify the foreign merchants with a view to their accepting these notes.

The Licensing Bill.

London, 5th May.

The new Licensing Bill has passed its second reading in the House of Commons by 394 to 148.

Later.

The North German Lloyds.

The Reichstag has reduced the subsidy for the New Guinea-Australia-Japan additional service to £11,500, eliminating the amount for the New Guinea-Singapore service, in spite of Herr Dernberg urging the necessity of enabling German goods to outstrip Australian competition in New Guinea.

The Indian Frontier.

General Willcocks attacked the Afghans with two columns, and drove the whole force over the frontier.

Later.

There are now 31 battalions of infantry, 15 squadrons of cavalry and batteries of 64 guns in the field on the North West frontier.

International Telegraph Conference.

The International Telegraph Conference has been opened in Lisbon.

Result of the East Wolverhampton Bye-Election.

The bye-election at Wolverhampton East, consequent to the resignation of Sir Henry Fowler, on the latter's promotion to the Peerage, has resulted in the return of the Liberal candidate, Mr. Thorne, by the narrow majority of 8; Mr. Thorne registering 4,514 votes against Mr. Amerys (Conservative) 4,506.

The *Daily News* admits that this is one of the most severe blows that the Government has sustained since the tide began to turn, and that it is inexplicable save by a frank admission that the cause of the Tariff Reform is growing in force.

SHIPPING AND MAILS.

WALLS DUMP.

French (*Ernest Simon*) 11th inst.

American (*Montello*) 12th inst.

The Imperial German Mail s.s. *Manila* left Sydney on 24th inst., p.m., and may be expected here on 27th inst.

The N.Y.K. s.s. *Yokohama Maru*, Bombay left Singapore for this port on 6th inst., and is expected here on 11th inst.

The Java-China-Japan Line's *Tifana* left Singapore for this port on 5th inst., at 5 p.m., and may be expected here on 11th inst.

The N.Y.K. s.s. *Atsuta Maru*, American Line, left Kobe for this port via Moji and Shanghai on 5th inst., and is expected here on 11th inst.

The M. M. Co's s.s. *Meimoon*, from Rangoon, will leave Singapore to-day, at 4 p.m., and is expected to arrive here on Tuesday afternoon.

The Suez R.M.S. *Redfern*, from India, which left Hongkong on 27th ult., and Yokohama on 16th ult., arrived in New York on 5th inst., thus making a transit of 26 days from Hongkong and 19 days from Yokohama.

The M. M. Co's s.s. *Renet*, from India, which left London on the 11th ult., and sailed for Hongkong on 11th inst., will leave Japan on 11th inst., at 9 a.m., and may be expected to arrive here on 11th inst., and will leave for Shanghai and Japan on the same afternoon.

In the Lepers' Cause.

PROPOSED SETTLEMENT IN CANTON.

A HERO IN OUR MIDST.

When it was learnt yesterday that a friend and companion of the priest-leper of Hawaii, the late Father Damien of immortal fame, was in Hongkong, a representative of the *Hongkong Telegraph* endeavoured to secure an interview with the hero who is at present in our midst. It is no exaggeration of language to describe the venerable for king gentleman as a "hero"; for one who has laboured with, and ministered to, Father Damien during the last seven years of his life in the leper settlement of Molokai is worthy of having his life-history inscribed in the book of golden deeds. By courtesy of the Rev. Father A. Brun, Procurator of the Mission Strangers in Hongkong, our representative was introduced to the Rev. Father L. L. Conrady, M.D., with whom he had a pleasant half-hour conversation with special reference to his plans for the proposed establishment of a leper settlement near Canton for the Chinese; for China never fails to have its impress on all who dwell within its boundaries, and Kwangtung always attracts us in a special way by reason of our position on the very threshold of the gateway to South China. Our representative was accompanied by an earnest, intelligent, and well-looking gentleman with a long, curly grey beard whose personality bore the impress of the highest type of Western civilization. When the purpose of our visit had been explained to him we learnt that Father Conrady had had a most interesting career. He was born in Belgium, also the home of Father Damien, in 1871, and early in life decided to devote his energies and life to the cause of those bereft of fortune. After being ordained a priest he went to America and went west, and for 14 years laboured among the Indians, and then for some years among the Hindus in the islands of the southwest. His health failing, he returned to Portland and after several years went as assistant to Father Damien at Molokai. After seven years among the lepers of that island he went back to America and then came to China to investigate the leper situation here. The awful conditions existing here fired him with heroic zeal in behalf of these afflicted people, and he at once conceived the idea of forming a colony for the care of the lepers near Canton. In reference to this project more will be heard from Father Conrady anon.

Father Conrady first became interested in the work of Father Damien through the newspapers and when he proffered his services to the martyr of Molokai in 1897 they were declined, as at the time they were not immediately needed. But when the pioneer among the workers in Molokai contracted the fatal disease and he felt that the end was approaching and needed a co-adjutor in the labour of love he had imposed upon himself, he sent for Father Conrady who, as already stated, became the companion of Damien until the death of the latter.

After being replaced at Kuluwa, Molokai, in 1896, by the brother of Father Damien, and having witnessed the affection and gratitude of the Hawaiian lepers, and having learned of the wretched condition of the Chinese lepers, Father Conrady decided to come to China and care for the latter.

"How did you come to know of the existence of the lepers in Canton?" inquired the interviewer.

"I was told by the Rev. Frank Damon that there were thousands and thousands of them uncared for in Kwangtung."

"And who was Mr. Damon?"

"He is a member of the Congregation of Clergymen. He is still alive and is now in Honolulu, where he keeps a school for Chinese, Japanese and Koreans. Mr. Damon was interested in my work on the islands and made me acquainted with the conditions in South China. And so it was that I travelled over to Canton in 1896."

FIRST IMPRESSIONS OF CANTON.

In April of that year Father Conrady arrived in Canton, and, without loss of time, visited a leper village outside the city, although the American Consul had strongly advised against doing so, fearing the lepers would not accord him proper treatment. In that place, there were about 400 of the miserable wretches. Their dwellings were built by the Chinese Government, but they were scarcely more than hovels, better fitted for the occupancy of pigs than of human beings. They were but a few feet high, about 12 feet square and had a door, but no window. In each, at night, several lepers were housed, sometimes as many as six huddled together like animals, without distinction of age or sex. The Chinese of the lower orders, as a rule, are not very clean, and the Chinese lepers are no more, owing to the ravages of the disease, to the neglect with which they are covered, and to their sad and dirty surroundings. Some of them, it is claimed, receive a dollar a month, but most of them nothing whatever. In Canton and vicinity there are at least 25,000 miserable lepers. A more wretched set of human beings could scarcely be found anywhere else in the world, although in many other countries lepers are nearly as miserable as their brothers in China. The lepers in India can easily obtain rice and shelter, but as there is no one to care otherwise for them, they roam where they like.

The pitiable condition of the disease-stricken people in the neighbourhood of Canton appealed to Father Conrady, but as he had no means of his own wherewith to organize and establish an asylum for them he was perforce compelled to return to America in the following month fired with the ambition to one day being able to return to his part of the world in order to devote his energies exclusively to the relief of suffering humanity.

"You are a proselytizing mission?"

"No, I want no preaching. I am going to work as a man for man."

Upon his return to America, Father Conrady devoted much of his time to the study of medicine and surgery in the hope of increasing his usefulness to the lepers. Four years later

he took his degree as a doctor of medicine in the latter, having graduated in the Willamette University in Portland (Oregon).

A MISSION OF GRATITUDE.

In the same year he proceeded to England on a mission of gratitude. Mr. Chapman, an American minister, had donated one thousand pounds to Father Damien's work, and in the name of this donor he desired personally to thank the generous giver. Mr. Chapman took Father Conrady to Cardinal Vaughan, who commissioned him to begin the work among the Chinese lepers, and further gave him permission to collect funds for the work in all the churches of his diocese. Subsequently to this Father Conrady spent his time between England and Belgium, in the meantime keeping up continuous correspondence with Bishop Merle of Canton, by whom he was kept informed of the conditions of the prospective field of his labours. While in Belgium in May, 1904, Mgr. Merle commissioned one of the priests of the Mission Strangers to ascertain from Father Conrady if he had the same ardour to work for the lepers of Siam. China. Whereupon he replied in the affirmative. In due course, he received letters of authorization from Mgr. Merle to plead for the lepers' cause. From the end of 1904 to about December of the following year Father Conrady addressed himself to a sympathetic congregation throughout his native country, and when promises of sufficient help had been forthcoming he journeyed to America at the end of 1905. During 1905, 1907 and 1908 he travelled throughout the States, with the permission of the Bishops of the respective dioceses, and from the various congregations, assistance, in tangible form, was also promised. Father Conrady now became sanguine of the success of his undertaking and last month took passage to China.

As to the prospects of success attending his charitable enterprise we cannot do better than give in his own words excerpts from a recent contribution by Father Conrady to the American Press:

"Actions speak louder than words. We need not say to the Chinese, 'We love you,' but let us start institutions among them. Let us go amongst them and care for those whom they regard with fear and horror. In China, especially, the lepers are abandoned; even parents turn away their own children. No class of people are more wretched than the lepers. We could show the Chinese that, among the Westerners there are men and women willing to sacrifice themselves to help others. Some of us have established schools among them; others hospitals, and still others are ready to minister to, and care for their lepers."

GREAT WORK OF PHILANTHROPY.

"The work among the lepers in China will bring great results, as among all the efforts for the welfare of suffering humanity, it is no doubt one of the greatest, because it will stand to all as a practical example of true philanthropy, and because the poor lepers are easily satisfied. It is reckoned that one dollar (gold) a month will provide a leper with food—\$12 a year—\$3 a year will provide for all other wants. One hundred lepers will cost \$1,500 a year, 1,000 of them, \$15,000. Now, the territory of Hawaii spends from \$35,000 to \$40,000 each year for the maintenance of less than 900 lepers. All things are relative. The Chinese lepers, accosted as they are in greater hardships than the Hawaiians, will be satisfied with much less. Among so many wealthy, charitable men and women in America, it should not be difficult to find one who would bring about such an example of true philanthropy to the whole of China. This benefactor of humanity would be blessed, not only by the unfortunate lepers, but also by the world at large. Those who are working among the lepers will be pleased to give the credit for the good results to the one or more individuals who may provide the means to accomplish the result."

VOLUNTEER WORKERS.

One of the great objects of Father Conrady during his tour in Belgium was to secure workers for the settlement. In this he was fortunate to obtain the promise of a physician from London and a small band, to start with, of European nurses. These are ladies of education and have received a training qualifying them as professional nurses. They are all volunteers and are ready to come out to Canton as soon as the settlement is formed and the buildings, which must be small and unpretentious, commensurate with the means at disposal, are erected.

"How about the land?"

"That we have got. During the absence of Bishop Merle in Europe, Viceroy-General Fleureau succeeded in buying a suitable tract of land, some thirty miles distant from Canton."

Father Conrady is not going to allow the grass to grow under his feet, but will be proceeding to Canton at once to make arrangements for the laying out of the settlement and the erection of the buildings. He will supervise the entire work. With his Hawaiian experience he should be capable of founding a model colony for the poor outcasts of Canton and its environs. The initial plan is to put up small structures capable of housing one hundred lepers—men, boys, girls and women. The worst cases will receive precedence in consideration.

NO DISTINCTION AS TO CREED.

As the measure of success or failure of this philanthropic scheme will, in our opinion, depend largely upon the broadness of the views guiding the undertaking, our representative inquired if non-Christians will be under any disabilities from admission to the settlement.

"No," Father Conrady emphatically replied. Our function is: "To love our neighbours."

All can be admitted—Christians or non-Christians. We are going to work for the lepers as men and women. We will receive as many as the resources at our command will enable us to care for them."

"You are not asking for local assistance?"

"No, neither from the Church nor anywhere else. We trust, however, that after three

or four years' work, the Chinese Government will see for themselves the care and treatment their subjects will be receiving in the asylum, and if then they will come forward to assist in the work, why such assistance from the State will be gladly welcomed."

LETTERS OF RECOMMENDATION.

Father Conrady has several letters of praise and recommendation from many bishops of his own church, besides letters from Bishop Potter, Bishop Willis, Bishop Greer of the U.S. Episcopal church and clergy of other denominations who have investigated his work and what he has already accomplished, and bishops of other countries who have entered with spirit into the work he has taken upon himself to carry out in China. On the occasion of his first visit to Hongkong he bore a letter of introduction from the British Consul-General at Honolulu to the then Governor, Sir William Robinson, in which the writer spoke of the disinterestedness of Father Conrady's labours and the singleness of his purpose, earnestness and devotion.

THE MENACE OF THE DISEASE.

As to the prevalence of leprosy and its amenability to medical treatment, Father Conrady, without being too technical, explained to our representative that it is a specific disease which, up to the present, has baffled medical science. In the course of a published statement, the reverend gentleman said:—

"To the dweller in any of the highly-civilized and scientifically-developed communities of the present age, the thought of leprosy is, of course, repulsive and abhorrent; but it is generally associated with a hazy idea that this dreadful affliction is confined to those unfortunate members of the human family who live in primitive fashion, and whose habitat is geographically remote and indefinite. To those who dwell in the boasted security of the modern advancement of medical science and the observance of sanitary laws, it must come with a decided shock to mental poise to learn that not only is leprosy not disappearing, but, on the contrary, it still exists in nearly every country in the world, and in some places is so prevalent that specialists fear that it may again become as common as it was in certain parts of Europe during the Middle Ages."

"As to the real menace of the disease, there is a wide divergence of scientific opinion. Dr. Leonard F. Pittkin, physician-in-chief of the Institute of Dermatology of the City of New York, does not hesitate to assert that there may be, within the next ten years, at least 75,000 to 100,000 lepers included among the inhabitants of the United States, while Dr. Morrow, of New York, has stated that 'the extensive spread of leprosy in this country must be regarded as a possibility, rather than a strong probability.'"

"That leprosy is a disease with which medical science has shown its utter inability to cope, has been recognized by the governing bodies of many nations, some of whom have adopted measures for the isolation of the victims of this dread malady. Other Governments, the Chinese for example, have taken practically no steps in the matter, and the poor unfortunate are permitted to ram at will, outcasts of society, dragging out a miserable existence, and depending for their living solely upon the alms of the charitable."

It is amongst such that Father Conrady has come to work, and his self-sacrificing band of men and women will be coming to Canton to minister to the physical infirmities of the thousands of Kwangtung as soon as the necessary preliminary requirements are completed and the initial plans for the establishment of the settlement in the neighbourhood of Canton are perfected and carried out. In such a goal cause, Father Conrady will, without doubt, enlist the sympathy and good-will of the Chinese Government and its people.

TRADE MARKS IN JAPAN.

The Patent Bureau has rejected a petition filed by Mr. Harvey H. Watkins, general manager for the Orient of the Davis and Lawrence Company, of New York City, for the re-examination of his application for the registration of a trademark, which had been refused.

According to the decision in this case published in the Japanese *Official Gazette* it appears that the examiners in the Patent Bureau originally refused the registration of the trade mark, which is formed of a combination of two English words, "Painkiller," on the ground that it had now become a common name to designate a particular kind of medicine, widely used, and it was now familiar to the public in that sense. The derivation of the designation could now make no difference.

In appealing to the Patent Bureau the petitioner maintained that the name of "Painkiller" was not used so generally as alleged as the name of a medicine. In fact, the name was first adopted to designate a medicine made from a herb which was discovered by Perry Davis, an American, sixty years ago, and it had never been used in Europe or America by any one else except Perry Davis, who afterwards made it the trade mark of the medicine invented by him.

As stated, the Patent Bureau rejected the petition, ruling that the word "Painkiller" had now been known for sixty years as the name of a medicine made from a herb, and, as admitted by the petitioner, there were people in America who would regard the word as a common term. As it thus described a particular kind of article, it came under the category of "common names of goods" laid down in No. 6 of Article 2 of the Trade Mark Law and it was not entitled to be registered. For these reasons the petition was rejected. *The Japan Chronicle*.

The British liners have met the cut in the storage rates recently made by the ships playing in the Mediterranean trade. When it is a matter of facilitating the passage of emigration to the United States it does not take the steamship companies long to make their minds up to do. As they are all agreed that the United States needs more population, they pull together to help people on their shores.

THE JAPANESE BOYCOTT.

OPINION IN JAPAN.

There seems no question that the agitation in China for the boycott of Japanese goods is extending, particularly in the South, where the nationalist movement has great influence, says the *Japan Chronicle* editorially. Remonstrances or protests from the Japanese Ministry at Peking, and even threats that Japan may demand an indemnity if her trade should suffer, are clearly of very little avail in the case of a boycott. Every one has the right to choose whether he will buy or abstain from buying, and it would be extremely difficult to connect a decline in the volume of trade directly with an agitation for exclusive dealing. The Government at Peking is doubtless sincerely anxious to put a stop to the movement, having no wish to add to the causes of friction which already exist. But any active interference, even if it could be attempted, would merely have the effect of driving the movement underground without injuring its force. The Chinese have shown in the past that they have almost unequalled power of organization and combination to combat what they regard as injustice. Though the boycott of American goods, in retaliation for the treatment of China and the Chinese by the United States, is perhaps the most famous case of recent years, it was by no means the only example of the power of combination among the Chinese.

THE TRADE GUILDS have always wielded much power in this respect. In Mr. Jerigan's book on "China's Business Methods," he points out that the power of the guilds to favourably or unfavourably develop the trade of China, or compel redress for what they regard as an injury, is undeniable. An example of their power was given in the case of the riot at Shanghai in 1897. It is the custom that when a Chinese from Ningpo dies at Shanghai, his body is placed in a coffin and stored away until the opportunity offers to send it to Ningpo, and the matter is one that comes within the function of the Ningpo guild. There were a great many coffins containing dead-bodies so stored in the French concession at Shanghai, and the French Municipal Council, in the interests of health, ordered their removal. The Ningpo guild resisted, and when the French authority determined to enforce its order a riot occurred in which several Chinese were shot by the French police and volunteer force. In retaliation the Ningpo guild issued a secret order for the suspension of all business, which resulted in several large steamships remaining at their wharves for weeks and the loss of much money. So long as the guild remained firm, every branch of business which drew its vitality from that source was paralysed. It was only by a compromise in which concessions were made by both sides, that the dispute was finally settled. Commenting upon this incident Mr. Jerigan says:—

"It is not too positive to write, that it is within the power of the guilds to interfere with commercial intercourse in China, to seriously impair the commercial relations of Western nations with China, as to comparatively drive from the trade-marts of the Empire the foreign products now sold in those marts, or to make the demand for them so unremunerative as to partially destroy importation, while the Central Government, if it had the inclination or the means, would scarcely have the courage to remove the organized obstruction or to punish the obstructors."

In one of the Swatow Imperial Maritime Customs Commission's Decennial Reports there is also an interesting reference to the power wielded by the trade guilds, in which

THE MODUS OPERANDI.

of joint action by the members is explained. It appears that whenever a question crops up affecting any particular trade, the heads of the principal firms engaged in it first come to some agreement among themselves, then talk over the lesser firms, until they have gained a sufficient following; and only call a meeting of members to adopt what they have agreed upon as a rule of the guild:—

"Nothing seems to be left to a vote in open meeting; if the dissentients are strong, the matter never comes before a meeting at all. Frequently the guild does not wish its action to be visible, and then no laws are committed to writing, but a general understanding is arrived at, which seems to be just as binding as a formal utterance. In this way, most likely they marked their resistance to the imposition of extra provincial duties—the Battery Tax—in 1890, when no dealer in the taxed articles dared to come to any arrangement with the collector sent up from Canton, who were unable even to rest a place in which to establish themselves, so that eventually all attempts to force payment had to be given up. By the guild's decrees steamer companies are forced to pay claims for damaged uninsured cargo, which they feel to be unjust. If they demur, no case comes up for trial; the loss of their carrying trade is the penalty that quickly makes the objectionable demands seem reasonable. In 1881, some Swatow merchants were heavily fined for disregarding a Customs rule affecting the examination of cargo. The guild took the matter up with spirit, and an anonymous note called upon merchants to cease all import and export trade unless their demands were complied with. In that particular instance the guild was unable to gain the point for which it was fighting, but the trade was kept completely at a standstill for fifteen days, pending its decision to submit. The guild concerns itself with the commercial interests, individual and collective, of its members; settles trade disputes; enacts trade regulations; and performs, with equal readiness, the functions of a Chamber of Commerce, a Board of Trade, and a Municipal Council. It supports a fire brigade, levies its own taxes, provides standards of weights and measures, fixes rates of commission, determines the terms of trade, provides penalties against the tricks of trade, and acts generally as the guardian of its members, and the terms of all with whom they do business. It possesses the power to enforce its laws which must be obeyed by all."

To-day's Advertisements.

"OLIVER" TYPEWRITER: No. 10224. WILL the owner of this Machine kindly communicate with "V.R. EX" C/o Hongkong Telegraph. Hongkong, 7th May, 1928. [482]

"INDRA" LINE, LIMITED. NOTICE TO CONSIGNEES. FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship "INDRASAMHA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 13th inst. at 4 P.M., will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 7th May, 1928. [481]

PUBLIC AUCTION. THE Undersigned have received instructions to sell by PUBLIC AUCTION, For account of the Estate of the late Captain GEO. PARKER, on SATURDAY, the 9th May, 1928, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, comprising:—

DOUBLE IRON BEDSTEAD and BED DING, TEAKWOOD WARDROBES with GLASS, SIDEBORD, LADY'S DESK, &c.; ALSO ONE SEXTANT, BINOCULARS, TRAVELLING BAGS and TRUNKS, MANDOLINE and BANJO. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 7th May, 1928. [483]

TO LET. HOUSES in AUSTIN AVENUE, Kowloon facing harbour, cheap rental. Apply to—

A. RAYMOND, C/o J. David & Co. Hongkong, 7th May, 1928. [48]

NAVIGAZIONE GENERALE ITALIANA. (Florida and Rubattino United Companies).

STEAM FOR HOMBAY VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI." Captain Pedone, will be despatched as above on MONDAY, the 11th instant, at Noon. For further Particulars regarding Freight and Passage, apply to—

CARLOWITZ & Co., Agents. Hongkong, 7th May, 1928. [95]

Government, for in it it vested the sole right to the exercise of that mighty engine, that stalwart crusher of arguments, to which an episode of modern Irish history has given the name of "boycotting."

From all which it will be seen how powerful are these guilds to enforce their views and, if need be, to paralyse the action of the executive. It does not appear that the guilds have as yet joined in the agitation with regard to the EXCLUSION OF JAPANESE GOODS, and it may be hoped that they will consider the whole position well before throwing the weight of their influence in favour of the boycott. Nothing is more certain than that China will suffer as much from a policy of exclusive dealing as Japan. The Chinese hope to punish Japan for the recent humiliation suffered by disorganising her trade. But it is clear that this trade has only existed because it was profitable to both sides—goods were bought from Japan because they were cheaper or better than those from other countries, or because of the advantage of contiguity. Therefore it is evident that China can only injure Japan by damaging herself. A policy of retaliation has the further effect of setting up a dangerous friction between peoples that may easily lead to open hostilities, despite the efforts of the Governments on either side. Whether this is or is not justification for the action taken by the Chinese in the South, there can be no doubt that the policy there inaugurated will have a lowering effect on markets already depressed and postponed to a remote period hope of trade revival in the Far East.

Intimations.

THE ROBINSON PIANO Co., LIMITED.

A number of Pianos Returned for Sale at Reduced Prices.

NEW SUPPLY OF



TALKING MACHINES

ON EASY PAYMENT SYSTEM.

Large Selection of RECORDS.

FURTHER SUPPLY OF THE "MERRY WIDOW"

Waltz for Piano Solo.

NOW ON HAND.

Hongkong, 7th May, 1928. [135]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes. 9.30 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 15 minutes. 1.15 p.m. to 1.45 p.m. Every 15 minutes. 1.45 p.m. to 2.15 p.m. Every 15 minutes. 2.15 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.00 noon. Every 15 minutes. 12.00 noon to 1.00 p.m. Every 15 minutes. 1.00 p.m. to 1.30 p.m. Every 15 minutes. 1.30 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 2.30 p.m. Every 15 minutes. 2.30 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS. Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 4th June, 1927. [17]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUPTEN'S GENUINE H. COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

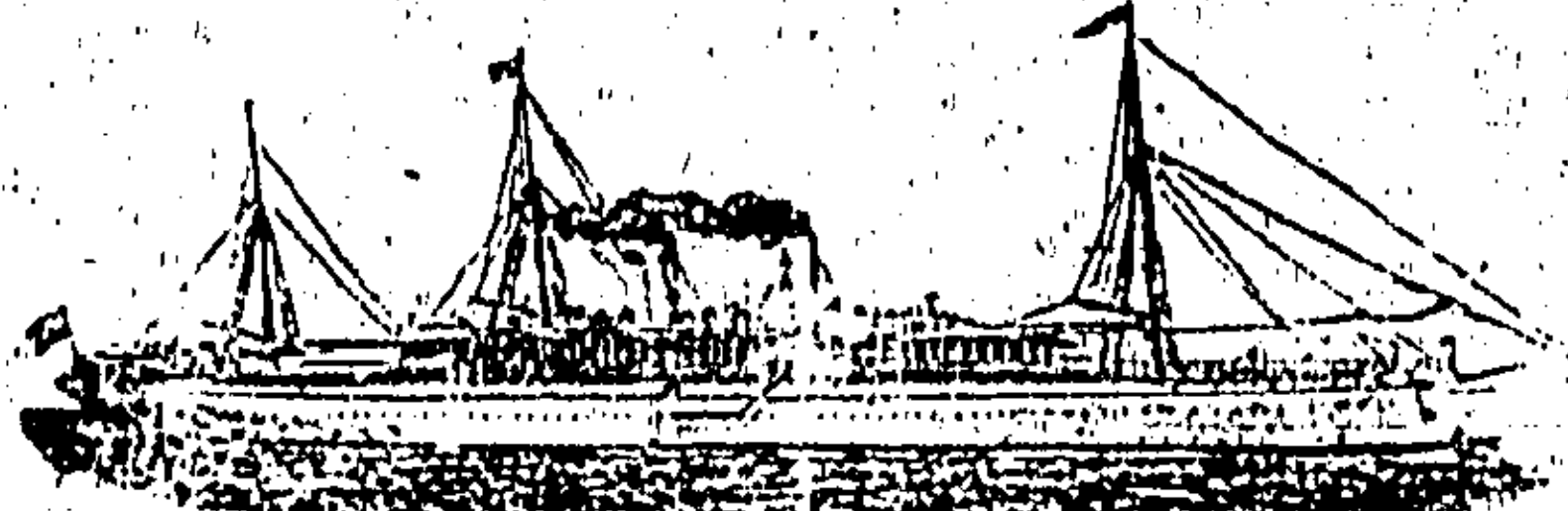
Sole Agents for FERGUSON'S SPECIAL CREAM and P. A. O. SPECIAL LIQUOR SMOOTH WHISKY &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Enquiries to Blackhead & Co.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days Ocean Travel.

11 Days VOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
T.M.S.		LEAVE HONGKONG	ARRIVE VANCOUVER
"GLENFARG"	3,700	WEDNESDAY, May 20th	June 18th
"EMPERESS OF CHINA"	6,000	THURSDAY, June 4th	June 22nd
"EMPERESS OF INDIA"	6,000	SATURDAY, June 13th	July 4th
"LENNOX"	3,700	THURSDAY, June 18th	July 17th
"EMPERESS OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 "EMPERESS" steamships depart from Hongkong at 4 P.M., "S.S. "MONTEAGLE,"
 "LENNOX" and "GLENFARG" at 12 Noon.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" steamships depart from Hongkong at 4 P.M. "S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 5th May, 1908.

D. W. ORADDOCK, General Traffic Agent for China, Corner Padder Street and Praya.

Telephone No. 61.

HONGKONG, 7th May, 1908.

JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI	"YUANAN"	8th	"	4 P.M.
AMOI & SHANGHAI	"KASHING"	9th	"	"
NINGPO & SHANGHAI	"FOOCHOW"	11th	"	"
MANILA, ZAMBOANGA & AUSTRALIA	"OHINGT"	11th	"	"
HOIHOW & HAIPHONG	"SINGAN"	12th	"	9 A.M.
MANILA	"TAMING"	12th	"	4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	14th	"	"
CHEFOO & TIENSIN	"KUEIOHOW"	19th	"	"

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, 7th May, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 9th May, at Noon
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th May, at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

HONGKONG, 2nd May, 1908.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK (With Liberty to Call at the Malabar Coast)

Steamship "LOWTHER CASTLE" To sail On or about the 31st May, 1908.

For Freight and further information, apply to SHEWAN, TOMES & CO., General.

HONGKONG, 8th April, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOOCHOW.

THE Company's Steamship "HAIWUN," Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 8th instant, at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers, Hongkong, 7th May, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "CLAN MACMILLAN" will be despatched for the above Ports on TUESDAY, 12th May, 1908.

For Freight, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 5th May, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "SATSUMA" 14th May, 1908.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents, Hongkong, 29th April 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY, Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumero	6,232	Cowley	16th May, 1908.
Shamun	9,656	E. V. Roberts	6th June.
Tremont	9,656	W. T. Garlick	1st July.
Suvaric	6,232	Shotton	14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shamun and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agent.

Queens Buildings, Hongkong, 4th May, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN," Captain McArthur, will be despatched as above on THURSDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 4th May, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. H. W. WALKER, "KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4. Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIP ON S.S. CO., LD., No. 1, Queen's Road West.

HONGKONG, 1st May, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "OCEANA," Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 16th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on 28th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. AUBOTT, Acting Superintendent, Hongkong, 2nd May, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "ERNEST SIMONS," Captain Girard, will be despatched for the above Ports on or about MONDAY, the 11th inst.

For Freight or Passage, apply to J. MILLET, Agent, Hongkong, 5th May, 1908.

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENBIGHSHIRE" will be despatched for the above Ports, on TUESDAY, the 19th May, 1908.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 7th May, 1908.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W.M. PARLANE, Manager, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200.

FABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY SIEMSEN & CO., Agents for HONGKONG & SOUTH CHINA. Hongkong, 20th July, 1907.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NOW DESPAIR, but by using a doctor's bill of falling into the hands of a quack, may safely, speedily and cheaply, cure himself without the knowledge of a doctor. By the introduction of a NEW PRINCIPLE REMEDY.

ERAPION No. 1—A Sovereign Remedy for discharges, suppurating abscesses, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

ERAPION No. 2—A Sovereign Remedy for primary and secondary syphilis, all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 3—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 4—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 5—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 6—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 7—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 8—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 9—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 10—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 11—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 12—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 13—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 14—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 15—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 16—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 17—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 18—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 19—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 20—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 21—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 22—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 23—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

ERAPION No. 24—A Sovereign Remedy for all venereal diseases, including all its complications, pains and swellings of the joints, and all those conditions which are the result of the poison of the disease.

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st May, 1908, per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B 18

Corned—Ham Ngau Yuk 19

Roast—Shiu 18

Breast—Ngau Lam 15

Soup, Tong Yuk 15

Steak—Ngau Yuk Pa 18

Sirloin—Ngau Lau 18

Sausages—Ngau Yuk Chung 16

Bullock's Brains—Know 10

Tongue fresh—Ngau Li 10

Corned—Ham Ngau Li 10

Head—Ngau Tau 80

Heart—Ngau Sun 10

Hump, Salt—Ngau Kia 18

Feet—Ngau Keok 18

Kidney—Ngau Yiu 18

Tail—Ngau Mei 17

Liver—Ngau Con 17

Tripe (undressed)—Ngau To 17

Calves' Head and Feet—Ngau-chai-tai-keok 10

Mutton Chop—Yeung Pui Kwat 22

Leg—Yeung Pui 22

Shoulder—Yeung Shau 20

Pigs' Chindings—Chi cheong 23

Brains—Chi Know 12

Feet—Chi Keok 12

Fry—Chi Chak 15

Head—Chi Tau 18

Heart—Chi Sum 7

Kidneys—Chi Yiu 8

Liver—Chi Kon 28

Pork, Chop—Chi Pui Kwat 23

Corned—Ham Chu Yuk 23

Leg—Chu Pui 23

Fat or Lard—Chu Yau 18

Sheep's Head and Feet—Yeung Tau 50

Keok 50

Heart—Yeung Sum 6

Kidneys—Yeung Yiu 10

Liver—Yeung Con 22

Sucking Pigs, To Order—Chu Chai 22

Suet Beef—Sang Ngau Yau 20

Mutton—Sang Yeung Yau 24

Veal—Ngau Chai Yuk 20

Sausages—Ngau Chai Yuk Tong 20

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st May, 1908, per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B 18

Corned—Ham Ngau Yuk 19

Roast—Shiu 18

Breast—Ngau Lam 15

Soup, Tong Yuk 15

Steak—Ngau Yuk Pa 18

Sirloin—Ngau Lau 18

Sausages—Ngau Yuk Chung 16

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